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# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Soviet and Czech civil aviation notices

- a. Notam - USSR Notice No. A7/58, dated 1 September 1958, which establishes approach and departure procedures for jet and conventional aircraft for the Moscow Terminal Control Area.

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- b. Notam - Czechoslovakia Notice No. A7/58, dated 1 July 1958, which establishes rules for civil jet aircraft on the territory of Czechoslovakia.

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- c. A copy of notice No. 106 of 5 September 1958 /050925 date time group/ for aircraft transiting Soviet territory en route from Warsaw to Ankara.

2. These attachments may be considered FOR OFFICIAL USE ONLY when separated from the covering report.

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THE GENERAL DEPARTMENT OF THE CIVIL  
AIR FLEET AT THE COUNCIL OF MINISTERS  
OF THE USSR

№ А 7/58  
01.09.58.

THE AERONAUTICAL INFORMATION SERVICE  
S. A. I.

Moscow, Ul. Razina, 9

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# APPROACH AND DEPARTURE PROCEDURES - MOSCOW TERMINAL CONTROL AREA

Following new approach and departure procedures are established within Moscow Terminal Control Area:

## 1. For piston aircraft.

1.1. Aircraft operating inbound flights to Moscow from the directions of Vilnius or Velikiye Luki shall normally approach the boundary of Moscow TMA at flight levels prescribed by the ACC. Aircraft may enter Moscow TMA only with clearance of Vnukovo ATC. Having obtained the clearance an aircraft shall head for Klimentyev NDB at a prescribed altitude but with the lower limit 1800 m and the upper limit 2400 m then without changing the altitude aircraft shall head for Ivanovskoe NDB with the following turn first to Opalikh NDB, then - to an outer locator of Vnukovo a/d.

1.1.1. In some cases aircraft may be instructed by Vnukovo ATC to route traffic from Ivanovskoe NDB direct to Vnukovo LO.

1.1.2. Aircraft operating inbound flights from the direction of Kiev after passing Yukhnov NDB shall head for Serpukhov NDB /54°55'N 37°25'E/ En A1, "DR" 415 km/a only at one of the following altitudes: either 1800 m or 1900 m. After passing Serpukhov NDB aircraft shall head straight for Vnukovo aerodrome.

1.1.2.1. In some cases aircraft may be instructed by Vnukovo ATC to route traffic from Yukhnov NDB to Klimentyev NDB and further as indicated in para 1.1.

1.2. Aircraft departing from Moscow/Vnukovo airport in the direction of Vilnius or Velikiye Luki shall normally head for Opalikh NDB at an altitude of 700 m with the following turn to Ivanovskoe NDB at the same altitude. On passing Ivanovskoe NDB the former heading and altitude shall be maintained at a distance of 20 km; then aircraft shall climb to 900 or 1500 m heading for Ostashevo NDB. The last 20 km portion of the interval between Ivanovskoe and Ostashevo NDB aircraft shall fly precisely at either of the altitudes 900 or 1500 m. After passage over Ostashevo NDB: aircraft flying in the direction of Velikiye Luki shall proceed to the meridian of 33°54'E at prescribed levels with the upper limit, however, of 1500 m. Aircraft flying in the direction of Vilnius shall fly on the relative airway at prescribed levels.

1.2.1. In certain cases aircraft may be instructed to route traffic from Vnukovo direct to Ivanovskoe NDB. Then on passing Ivanovskoe NDB aircraft shall maintain the former heading and altitude during 1 minute with the following turn to Ostashevo NDB climbing to either of the altitudes 900 or 1500 m.

1.2.2. Aircraft departing from Moscow/Vnukovo aerodrome in the direction of Kiev shall head for Chernaya Gryas NDB climbing to an altitude not higher than 900 m. After passage over Chernaya Gryas NDB aircraft shall proceed as instructed by ACC on the relative airway climbing to prescribed levels.

## 2. For jet and turboprop aircraft

2.1. Aircraft operating inbound flights to Moscow from the directions of Vilnius or Velikiye Luki after passage over Vitebsk NDB or Velikiye Luki NDB shall head for the point Byelyi /55°08'N 32°57'E/ at prescribed levels. After passage over Byelyi aircraft shall descend so that they might reach Klimentyev NDB at a level not higher than 6000 m. After that aircraft shall continue descending up to an altitude not lower than 5000 m heading for Ivanovskoe NDB with the following turn to Vnukovo aerodrome.

2.1.1. In some cases Vnukovo ATC may instruct the aircraft to route traffic from Klimentyev NDB direct to Vnukovo aerodrome on descending.

2.1.2. Aircraft operating inbound flights to Moscow/Vnukovo from the direction of Kiev shall pass Yukhnov NDB and Yukhnov NDB at prescribed levels. On passing Yukhnov NDB aircraft shall descend in the direction of Serpukhov NDB with the following turn to Vnukovo aerodrome, above Chernaya Gryas NDB being passed at an altitude of 6000 m only.

2.2. Aircraft departing from Moscow/Vnukovo in the directions of Vilnius or Velikiye Luki shall follow to Ivanovskoe NDB at an altitude not lower than 4000 m, above Kubinka a/d being passed at an altitude not lower than 5000 m. On passing above Kubinka a/d aircraft shall climb to reach a prescribed level so that they might be over Frostyanskoe lake /55°28'N 36°29'E/ at an altitude 6500 m. After passage over Ivanovskoe NDB aircraft shall proceed climbing with the heading for Ostashevo with the following turn to the point Byelyi, the latter being used at a prescribed level.

2.2.1. Aircraft departing from Moscow/Vnukovo a/d in the direction of Kiev shall head for Chernaya Gryas at altitudes 5000 or 4000 m on climbing so that they might reach Chernaya Gryas NDB at an altitude of 7000 m only and Yukhnov NDB at a prescribed level.

## 3. Special instructions

3.1. When an aircraft entering from Moscow Terminal Control Area fails to reach a prescribed altitude/over a certain NDB or a section limit the crew is obliged to report to an ATC unit passing Control to the flight and comply with its instructions.

3.2. When entering into or departing from Moscow TMA levels /altitudes/ are calculated by altimeter setting to Standard Atmosphere /h-760 mm of mercury column/. Transition altitude for changing altimeter setting from atmospheric pressure at the a/d elevation to Standard Atmosphere is the altitude 400 metres above mean sea level. The altitude 400 m is a minimum safe true altitude for flights in Moscow TMA.

Charts of approach and departure procedures in Moscow TMA are appended to this NOTAM.

Class two NOTAM APL A 2/36 is hereby cancelled.

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e/hust/4311 n 2513e / straight designated for transit flights

warsaw ankara across the ussr territory as well as alternate

a/d lwow stop in case of using alternate a/d lwow flight from the

direction of staryava lwow directly stop flight from the direction

of hust shall be cln hust point 4750 n 2511 e drogobuch / 4922n

2551e / bobrka / 4939n 2416e/lwow stop radio facilities

bobrka / 4939 n 2416e /lwow stop radio facilities cln staryava

ndb id/four dashes un dashes uniform / a1 freq 490 kcs stop lwow

acc cln a/g keramika en keramika em a3 hj/hn freq 5650/2965 kcs

cq 15/10 and 45/43 minutes each hour cma a/g keramika h j/hn

freq 6748/2938 kcs hrs h 24 stop hdf uniform bravo kilo em a1

receives hj/hn 3824/2938 kcs cma transmits hj/hn 3245/2574 kcs

hrs h24 coordinates 4949 n 2553e stop lwow twr id keramika 120

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locator golf a2 freq 650 kcs 135 deg mag 110 deg mag 1100 m to

nnwy stop outer locator foxtnot sienna 02 freq 315 kcs 315 deg mag

4500 m to nnwy cma inner locator foxtnot a2 freq 650 kcs 315 deg

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NOTAM

Tel. 214/7070  
Tel.ad.:  
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MINISTERSTVO DOPRAVY,  
ústřední správa civilního letectví,  
letecká informační služba NOTAM,  
nábř. I.čs. kijevské brigády 12,  
P R A H A.

A 7758  
1.7.58

Rules of the Air for Civil Jet Aircraft on the Territory of  
Czechoslovakia.

1. On the territory of CSR the civil jet aircraft have priority over other air operations provided that this is consistent with the safety of these operations and/or has not serious economical consequences.
2. The flight levels as established by the basic "Rules of the Air over the Territory of CSR" (vertical separation 300 mtrs) will be assigned up to the flight level 5400 mtrs (STD).
3. For operations over 5400 mtrs (STD) flight levels will be assigned as follows:
  - for true track  $0^{\circ}$  -  $179^{\circ}$  incl., even thousands of meters i.e.
    - 6.000 mtrs
    - 8.000 mtrs
    - 10.000 mtrs
    - 12.000 mtrs etc.
  - for true track  $180^{\circ}$  -  $359^{\circ}$  odd thousands of meters i.e.
    - 7.000 mtrs
    - 9.000 mtrs
    - 11.000 mtrs
    - 13.000 mtrs etc.

Flight levels will be given in hundreds of meters i.e. two last zeros will be omitted.
4. Flight levels are established with regard to the standard altimeter setting 1013,2 mb. and true track of the planned route from the point of take-off or the reporting point.
5. Climbing to and descent from the flight level may be effected along the planned route if traffic conditions permit.

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6. Civil flights at altitudes above 5400 mtrs are to be operated along lines predetermined for each route. This line is generally a straight line joining the boundary point of entrance with the radio navigation facility of the airport of destination.
7. The air crew when filling the flight plan shall indicate in addition to the usual current data, the ~~estimated~~ time at which the cruising level will be reached. If the distance from the point of take off to the area boundary is not sufficient to reach the cruising level, the crew will indicate in the flight plan the height (STD) at which it intends to leave the area.
8. Before running up the engines the crew of a jet aircraft shall report to ATC the estimated time interval ~~in minutes~~ which will elapse between run-up and the actual take-off.
9. The engines may be run-up only with the clearance of appropriate ATC. This clearance will be issued provided that fluent taxiing without delay at the runway holding position, take-off and smooth climbing in the lower ~~un-~~ economical levels can be ensured.
10. Irrespective of flight conditions the transport jet aircraft make the first turn after take off at a height of at least 200 mtrs above aerodrome elevation. If the existing traffic conditions permit the first and second turn may be joined together.
11. After reaching the height of 200 mtrs, the shortest turn to set course and climbing along the planned route, may be approved by the appropriate ATC unit.
12. If, for operational reasons, it becomes necessary to climb in the vicinity of the aerodrome, it will be made in accordance with the instructions of ATC along a predetermined track.
13. An hour before arrival to the aerodrome of destination in Czechoslovakia the crew of a jet aircraft is to report ETA, which must be adhered to as closely as possible. If the crew is not able to comply with this requirement the aircraft might ~~not~~ be given the priority as provided in para 1.
14. Before entering the Czechoslovak territory the crew of a jet aircraft shall report the ~~estimated~~ time of crossing borders at least ten minutes in advance and proceed in accordance with the clearance, obtained from the appropriate ATC unit.

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15. For each aerodrome with transport jet air traffic a let down procedure and a controlled approach pattern with regard to the local conditions shall be established.
16. During the initial approach to the aerodrome, during let down procedures and when climbing at flight levels above transition altitude, all indications, clearances and information exchanged between ATC units and an aircraft refer to altimeter setting 1013,2 mb.
17. When air traffic situation and meteorological conditions permit, ATC may clear the aircraft for a straight-in approach and landing.
18. After a missed approach the aircraft may be cleared to make a circuit below cloud and to land without repeating the final approach, provided that meteorological conditions permit to make the whole circuit, having constant visibility of the ground. In such a case and when the flight visibility is less than 5 kms, no other aircraft must be in the circuit. The manoeuvre must be made at a height of at least 300 m above aerodrome elevation. In case of a missed approach and when the visibility is less than 2 kms or if the aircraft after missed approach is still in cloud, climbing will be effected along a route determined in the instructions of ATC up to the aerodrome transition altitude and only the final approach will be repeated.
19. Because of the safety and fluent flow of air traffic it is highly desirable that particularly jet aircraft adhere as much as possible to their time schedules. If for serious reason the departure of a jet aircraft is delayed more than 10 minutes with regard to the established time schedule the crew (operator) shall announce a new estimated time of departure to the ATC.
20. The communication within control zone will be effected by the pilot in command on the appropriate VHF channels.
21. The communication with ACC will be effected on VHF or HF. As an exception the aerodrome control stations of main transport aerodromes may be used for communication with

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22. The air crew shall maintain an ~~un~~interrupted watch on the VHF channel, appropriate to the airspace being overflown. The continuous watch on the appropriate channel must not be interrupted without clearance of the ground station.
23. The crew must normally obtain meteorological information on another frequency than that designated to the air traffic control. VHF channels designated for air traffic control purposes may only be used for messages relating to the safety of air operations.
24. The following minimum items must be cleared with ATIS at departure:
- with the aerodrome control service:
    - request for clearance to run up the engines and to taxi to the take-off position (5 minutes before running up the engines),
    - request for take-off clearance (immediately before take-off),
    - report when "airborne" and change over to the approach control channel (usually at a height of 300 m SOL);
  - with the approach control service:
    - report when turn has been completed and setting on course,
    - leaving of the control zone, indicating time and flight level;
  - with the area control service:
    - passing through the flight level of 5.400 mtrs, indicating time and flight conditions,
    - reaching of the cruising level, indicating flight conditions,
    - passing of airway crossings and transport aerodromes on route,
    - estimated time of leaving the control area (when flying through an area in which the take-off has not been made),
    - report of actual passing area (state) boundary.

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25. Minimum of compulsory reports inbound:

The following minimum items must be reported to ATC by arriving aircraft.

To the area control service:

- estimated time of arrival to the state boundary of Czechoslovakia and to the aerodrome of destination with the indication of flight level at which the aircraft will enter the Czechoslovak territory not later than 15 minutes before entering Czechoslovak territory and not later than one hour before arrival to the destination,
- estimated time of the commencement of descent (not later than five minutes before the required time),
- estimated and actual time of passing of airway crossings, area boundaries and transport aerodromes on route;

To the approach control service:

- beginning of controlled descent with altimeter setting indication,
- beginning and completion of important phases of the descent,
- passing of radio aids, indicating flight level,
- passing through transition altitude,
- passing through the lower cloud base, (reaching visibility of the ground).

To the aerodrome control service:

- completion of the fourth turn and the final approach under VFR,
- landing being made and clear off runway.

26. When an aircraft is unable to maintain two-way communication with the ground over the Czechoslovak territory, the air crew will continue the flight along planned route, maintaining the limitations of air traffic clearance last received and if practicable, will proceed under VFR.

The air traffic control service transmits over all channels, which the aircraft is supposed to be able to receive, information on weather conditions at the aerodrome of intended landing, instructions how to proceed and information concerning position of the aircraft as

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and if determined by ground aids. The ability of the aircraft to receive instructions will be checked by ordering an identification deviation from the course being flown.

If, during communication failure, it becomes necessary to make a controlled approach, the crew will begin the approach procedure at any time after the reported estimated time of arrival over the aerodrome.

The ATC will clear all flight levels on the route and at the place of landing for the safe descent of the aircraft.

Note: - The watch on the aerodrome control channel may be ceased only when taxiing has been finished and aircraft is at the apron.

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